

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY USSR

REPORT

SUBJECT Rail and River Trips in the USSR
by Returning German PWs

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. In 1952, Norilsk (N 69-20, E 88-06) and Dudinka (N 69-25, E 86-10) were connected by a single-track, narrow-gauge railroad line. No road connected these two places in 1952. Construction had begun on a single-track, broad-gauge railroad line north of the narrow-gauge line. By 8 July 1953, about 30 km of track had been completed from Dudinka. The new line between Dudinka and Norilsk was scheduled to be open for traffic in 1954.¹
2. To supplement traffic facilities on the Yenisey River, the Soviets planned the construction of a double-track railroad line from Tomsk to Dudinka. Informant learned from personnel of the [] shipping line that construction work on the new railroad line had already started.

3. []

Date	Time	Arrival or Departure	Remarks
July 1953			
8	2400	Departed Norilsk	Single-track, narrow-gauge line; 105 km long
9	1000	Arrived Dudinka	
	2300	Departed Dudinka	Paddle steamer

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<u>Date</u>	<u>Time</u>	<u>Arrival or Departure</u>	<u>Remarks</u>
16	2300	Arrived Krasnoyarsk	FW shipment delayed until 21 July
21	2100	Departed Krasnoyarsk	Double-track line, not electrified
23	2200	Arrived Novosibirsk	Double-track line, not electrified
25	0800	Arrived Omsk	Double-track line, not electrified
26	1700	Arrived Chelyabinsk	Preparations for an electrified line observed ²
27	1700	Arrived Ufa	Double-track electrified line
28	1600	Arrived Kuybyshev	Double-track electrified line
	1900	Arrived Batraki (c. N 53-10, E 48-40)	Double-track electrified line
31	1200	Arrived Moscow	FW shipment delayed 36 hours; single-track line

August 1953

- | | | | |
|---|------|---|-------------------|
| 1 | 1900 | Arrived Rzhev
(N 56-15, E 34-20) | Single-track line |
| | 2300 | Arrived Zapadnaya Dvina
(N 56-16, E 32-04) | Single-track line |
| 2 | 0200 | Arrived Velikiye Luki
(N 56-20, E 30-32) | Single-track line |
| | 1500 | Arrived Sebezh
(N 56-17, E 28-29) | Single-track line |
| 4 | 0800 | Arrived Sovetsk
(N 55-06, E 21-50) | Single-track line |
| | 1200 | Arrived Chernyakhovsk
(N 54-39, E 21-50) | Single-track line |
| | 1600 | Arrived Gvardeysk
(N 54-39, E 21-05) | Single-track line |
4. The Kandalaksha-Murmansk single-track railroad line is operated electrically. Locomotives are exchanged in Kandalaksha (N 67-09, E 32-26). Steam locomotives are used for trains to the south and electric locomotives to the north. The line appeared to be used to capacity. There was much talk about an intended electrification of the line from Kandalaksha to Leningrad. Power stations at Svir and Volkhov (N 59-55, E 32-20) were scheduled to be put into operation soon.³
5. The Pervouralsk-Bilimbay railroad line was double-tracked and was equipped with steam locomotives. About one km east of Bilimbay (N 56-58, E 59-49), the railroad line crossed the Chusovaya River. Separate steel bridges, about 250 to 300 meters long, had been built for the two tracks. The bridge approaches were relatively steep and frequently delayed train operations. On the average, four trains per hour were observed proceeding in both directions. A single-track railroad line extended from Bilimbay to Revda (N 56-49, E 59-58). Another single-track railroad line connected Pervouralsk and Revda.

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1. [] Comment: [] a report on the construction of this line.
2. [] Comment: The Novosibirsk-Darabinsk section has been electrified. The stretch between Novosibirsk and Darabinsk is part of the Novosibirsk-Omsk railroad line. According to Soviet press reports, the section between Darabinsk and Chelyabinsk is being electrified.
3. [] Comment: Svir railroad station is located at N 60-57, E 34-06. Svir No. 2 Power Station at Podporozhye (N 60-57, E 34-12) on the Svir River is probably intended. The date of information in paragraph 4 is probably as of May 1953, even though Svir No. 2 was scheduled for completion in 1951 []

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